CHAPTER 1 • **INTRODUCTION**

The Air Installations Compatible Use Zones **(AICUZ)** Study for Marine Corps Air Station **(MCAS)** Miramar has been prepared subsequent to the migration of Marine Corps aviation units to Miramar. This document supersedes the previously adopted Naval Air Station **(NAS)** Miramar land use compatibility AICUZ guidelines published in 1992. The Final Environmental Impact Statement **(EIS)** of February 1996 addressed the impacts of co-location for both fixed and rotary-wing aircraft, but was not adopted for land use planning purposes. In 1997, a lawsuit was filed in United States District Court, challenging the adequacy of the EIS. The settlement agreement resolving that dispute required preparation of this AICUZ update. The MCAS Miramar AICUZ update also serves as the basis of the command's recommendation to the revised MCAS Miramar Comprehensive Land Use Plan **(CLUP)**. The revision of all CLUP's for military and civilian airports in the San Diego Region has been directed under legislative mandate through the San Diego County Regional Airport Authority **(SDCRAA)** to be completed by June 2005.

This column is used to provide a "quick review" of the contents of the document. Major findings, issues, recommendations and discussions are included in this column and serve as an "Executive Summary" for the report.

1.1 AICUZ PURPOSE

The AICUZ follows the directives set forth in OPNAVINST 11010.36B, dated 19 December 2002.

The Department of Defense AICUZ Program was initiated to protect the public's health, safety and welfare and to prevent encroachment from degrading the operational capability of military air installations in meeting national security objectives. The AICUZ program was devised to promote sustainability strategies in working with local, regional, state and federal government organizations for land use planning purposes, particularly in proximity to air installations, flight corridors and military operating areas. The MCAS Miramar AICUZ study provides the requisite analysis of noise levels, accident potential and obstruction clearance criteria associated with military airfield operations according to Department of the Navy policy and directives (OPNAVINST 11010.36B, 19 Dec 2002).

1.2 GOALS AND OBJECTIVES

The primary goal is to protect health, safety and welfare by encouraging compatible land use planning in neighboring communities affected by Miramar operations.

The purpose of the AICUZ program is to achieve compatibility between air installations and neighboring communities by:

1. Protecting the health, safety, and welfare of civilians and military personnel by encouraging land use which is compatible with aircraft operations;

2. Protecting Navy and Marine Corps installation investment by safeguarding the installation's operational capabilities;

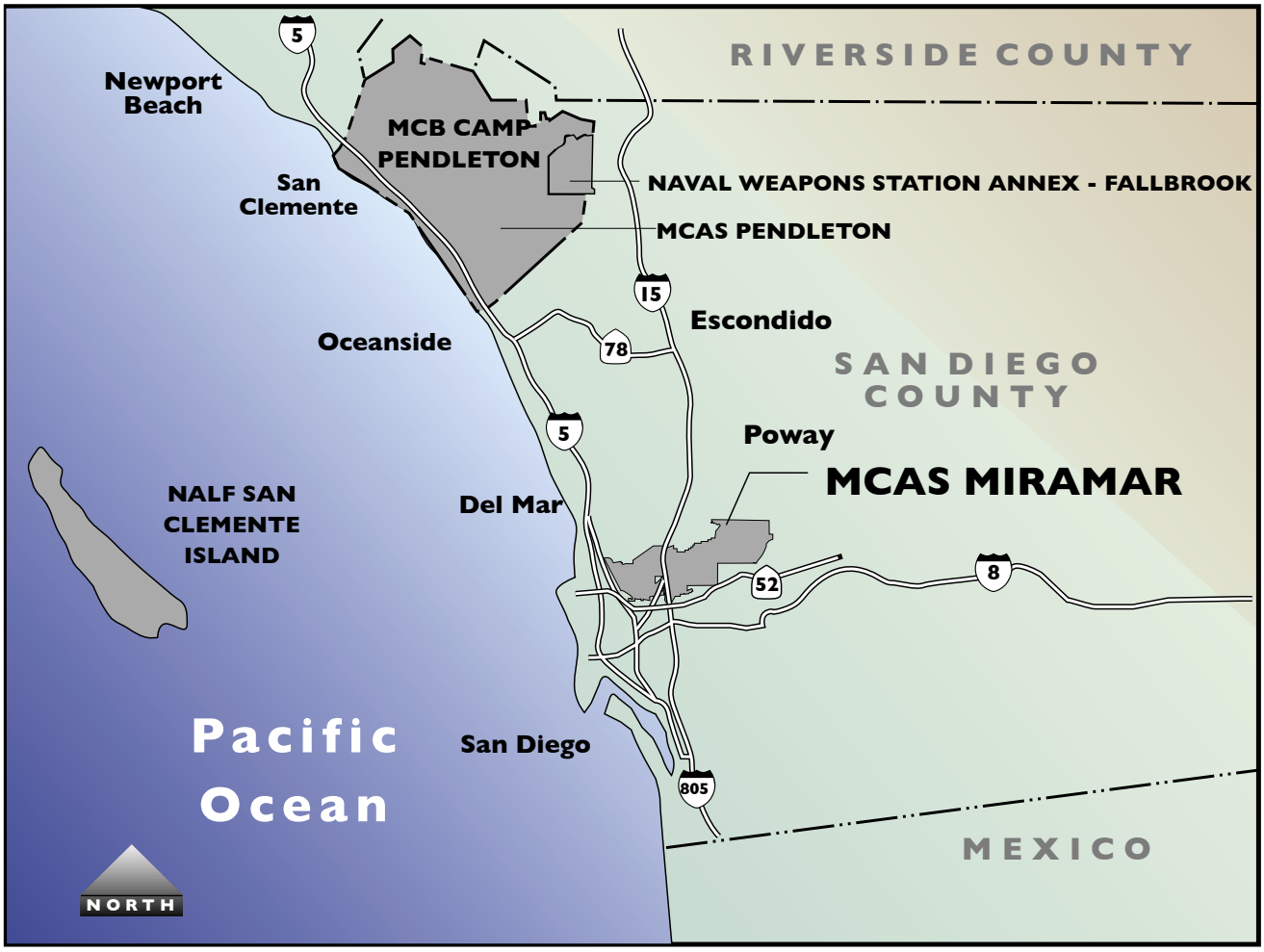
3. Reducing noise impacts caused by aircraft operations while meeting operational, training, and flight safety requirements, both on and in the vicinity of air installations; and

4. Informing the public about the AICUZ program and seeking cooperative efforts to minimize noise and aircraft accident potential impact by promoting compatible development in the vicinity of military air installations.

1.3 STATION LOCATION

MCAS Miramar is located 13 miles north of downtown San Diego and four miles east of the Pacific Ocean (see Figure 1-1). State Route 52 **(SR-52)** and Interstate 805 **(I-805)** form the air station's southern and western boundaries. The air station is also transected by the Interstate 15 **(I-15)** freeway. MCAS Miramar encompasses over 23,000 acres and is generally divided into two areas: the area west of I-15 supports the industrial and aviation complex with ancillary support of commercial, administrative and housing requirements; the area east of I-15 includes training areas, rifle/pistol ranges and ordnance storage in addition to proposed military family housing site alternatives.

Figure 1-1: Regional Location



1.4 MARINE CORPS MISSION

The mission of MCAS Miramar is:

"to maintain and operate facilities and provide services and material to support the operation of aviation activities and units of the operating forces of the Marine Corps, Navy and other activities as designated by the Commandant of the Marine Corps (CMC) in coordination with the Chief of Naval Operations (CNO)".

The air station comes under the direct control of the Commander, Marine Corps Air Bases Western Area (COMCABWEST).

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1.5 MAJOR TENANTS

The primary tenant of MCAS Miramar is the 3d Marine Aircraft Wing (3d MAW) and consists of the following units:

- Marine Air Group (**MAG**) 11;
- Marine Wing Support Group (**MWSG**) 37;
- Marine Wing Support Squadron (**MWSS**) 373 and 374;
- Marine Wing Headquarters Squadron (**MWHS**) 3;
- Marine Aviation Logistics Squadron (**MALS**) 11;
- Marine Aircraft Control Group (**MACG**) 38;
- Marine Air Group (**MAG**) 16; and
- Marine Aviation Logistics Squadron (**MALS**) 16

In addition, COMCABWEST provides personnel and support aircraft through the Miramar Flight Division **(MFD)**. The MFD supports the Joint Operational Support Airlift Center and is the single manager for scheduling all Department of Defense's **(DOD)** continental United States **(CONUS)** Operational Support Airlift **(OSA)** requirements.

1.6 MIRAMAR HISTORY

The first military use of the base was in 1917 when the United States Army acquired the property and constructed Camp Kearny.

The current station was originally built and operated by the Marine Corps at the start of World War II and was known as Marine Corps Air Depot, Miramar. The station was designated as a Marine Corps Air Station in 1946, until the Marine Corps left in 1947 and moved to El Toro.

The move to Miramar included the assignment of (F/A)-18 "Hornets"; KC-130s "Hercules"; CH-46 "Sea Knights"; and CH-53 "Super Stallions".

Miramar was originally part of a large Spanish land grant that was later annexed by the United States in 1846. When Edward Scripps arrived in 1890, he established a ranch on 2,000 acres and is credited with naming the mesa *"Miramar",* which loosely translated from Spanish means *"an area from which there is a view of the sea from every vantage point."* The property was later acquired by the Jessop family, which established a local settlement in the area.

In 1917, the United States Army acquired the property and constructed Camp Kearny. With Camp Kearny's closure in the 1920s, the property was transferred to the Department of the Navy **(DoN)**, which subsequently built facilities for dirigible aircraft. With the advent of World War II, runways were built to accommodate evolving fighter and cargo aircraft. After the war ended, the station was re-designated as a Marine Corps Air Station until the move to El Toro in 1947. In the interim, the facilities were re-classified as a Naval Auxiliary Air Station. The installation developed a more prominent role for the DoN in 1952 when it was again identified for conversion as a full-fledged Naval Air Station.

Miramar has long been recognized as a premier Master Jet Base due to its proximity to the vast air, sea and land training range complex in the Southwest region. Miramar was identified for realignment during the 1993 Base Realignment and Closure round that subsequently recommended formal closure of El Toro and Tustin. The realignment of Miramar was completed with the relocation of personnel, support requirements and airframes from MCAS EL Toro and Tustin to the San Diego region.

The move to Miramar from MCAS El Toro and Tustin included the assignment of both fixed and rotary-wing aircraft, including the Fighter Attack (F/A)-18 "Hornets"; KC-130s "Hercules"; CH-46 "Sea Knights"; and lastly, CH-53 "Super Stallions". Miramar remains home to the projection of Marine Corps' West Coast air power indefinitely.

1.7 ECONOMIC IMPACT

There are approximately 9,300 military and 1,300 civilians that work at MCAS Miramar

There are approximately 9,300 military and 1,300 civilians that work at MCAS Miramar, with an annual economic impact on San Diego County that exceeds one-half billion dollars. This economic impact results from both military and civilian payrolls, construction requirements, maintenance efforts, utility expenses, infrastructure improvements and retail purchases. MCAS Miramar remains the seventh largest employer in San Diego County today. Regionwide, there is a $17 billion dollar total military economic impact on San Diego County.

To provide for the safekeeping of our military service members and their dependents, the Military Family Housing **(MFH)** Program is managed on a regional basis. Miramar presently provides 527 MFH units and an additional 1,600 MFH units are planned for East Miramar. Military family housing will be constructed using Public Private Venture **(PPV)** resources, and acreage will be provided for the construction of school sites within the new MFH housing in the area. Additionally, there are 3,158 units of bachelor housing at Miramar for the single marines and sailors in the area.

1.8 FACILITIES

MCAS Miramar is comprised of three runways, one Helicopter Landing Deck (LHD) strip, six helicopter pads, and multiple support facilities.

MCAS Miramar is a master jet station, which can operate 24 hours per day, seven days per week. However, normal hours of operation are from 0700-2400 Monday through Thursday, 0700-1800 on Friday, and 0800-1800 on Saturday, Sunday and holidays.

MCAS Miramar is comprised of three runways, one Helicopter Landing Deck **(LHD)** strip, six helicopter pads, and multiple support facilities. Figure 1-2 illustrates the location and orientation of the runways, LHD strip, and helicopter pads. The primary and secondary runways parallel each other and are designated as Runways 24R/06L and 24L/06R respectively. The primary runway is 12,000 feet long, whereas the secondary runway is 8,000 feet long. Crossing the parallel runways is Runway 28, which is only 2,800 feet long and is used in emergency situations. The LHD strip (24S/06S runway) is 1,000 feet long for helicopter pattern operations and parallels the primary and secondary runways to the south. Helicopter Pads one through six are all located northwest of the main runways.

Due to noise abatement procedures and the prevailing winds, Runways 24R and 24L historically receive ninety-five percent of all operations. During extreme weather conditions, for example Santa Ana winds, Runways 6L and 6R are utilized to ensure safety of flight.

Figure 1-2: Aviation Facilities